



NORTH CAROLINA HIGHWAYS & PUBLIC WORKS

Sec. 562, P. L. & R.
U. S. POSTAGE
PAID
Raleigh, N. C.
Permit No. 205

Vol. 4—No. 17

RALEIGH, N. C.

Friday, September 10, 1948

Graham Reviews \$200,000,000 Postwar Road Program

WEST ASHEVILLE BRIDGE FROM AIR



Shown above is an aerial view of the work currently in progress on the new West Asheville Bridge. Piers Number Two, Three and Four are now practically complete, and footings are being cast for Pier Number Five, the last pier located within the limits of the channel. Bowers Construction Company of Raleigh submitted a low bid of \$811,817.04 on the job, and began work May 31 this year. Resident Engineer George R. Prescott, Contractors Superintendent R. E. Leach and Inspector W. A. Banner are assigned to the project. (Photograph by Skyline Airways, Incorporated, Asheville, North Carolina.)

Statement To Cherry Shows Extent Of Job

Raleigh.—In response to a special request from Governor Cherry, Chairman A. H. Graham of the State Highway and Public Works Commission has released a statement which covers highway progress in North Carolina since January 1, 1945.

Primary use of the statement is to be its inclusion in the forthcoming issue of The North Carolina Democratic Handbook, which is to be published sometime this fall. Since the matter contained in the highway summary, however, is of interest to those who normally read NORTH CAROLINA HIGHWAYS AND PUBLIC WORKS, it is also being published here. The text follows:

In the period which began in 1945, and chiefly since the end of World War II, the State Highway and Public Works Commission of North Carolina has spent the sum of almost \$200,000,000 on the roads of the State, and in doing so has been breaking all previous records, both in amounts of money spent and improvements completed, in 1946, 1947 and 1948.

The records show that, in cold figures, the State Highway Commission during the present administration has spent the sum of \$133,312,512.16 for construction work let to contract and performed by State forces. By way of comparison, the figures show that in 1945, the year in which World War II was ended and normal highway activity began to be resumed, the Highway Commission spent \$708,749.00 for new construction, while the period for January through August of 1948 has seen the sum of \$37,965,158.62 expended for the same classes of work.

Work performed by the highway organization during the postwar period has been varied, but especial emphasis has been laid upon the improvement of the State's secondary, or farm-to-market road system. This work has been carried on during a time when the cost of all types of road construction has been steadily increasing. Each mile of new bituminous surfacing placed upon the secondary roads last year, (Continued on page three)

PRICE TRENDS AND SUPPLY BY R. G. KING Purchasing Department

Price inflation is rising higher again in practically all fields. Costs of living, now at an all-time high, are still expected to creep a bit higher. Farm crops show some price weakness but, Government support will help keep prices high. Despite prospects of a bumper crop, food prices continue to rise.

Clothing and textile industries, however, are somewhat worried over declining sales and have trimmed output to volume of sales. (Continued on page four)

Officials To Attend Salt Lake City Meet On September 19-24

Salt Lake City. — Representing North Carolina, an 11-man delegation of commissioners and other officials of the State Highway and Public Works Commission are scheduled to attend the thirty-fourth annual meeting of the American Association of State Highway Officials here September 19-24.

To be included in the group are Chairman A. H. Graham, Chief Engineer W. Vance Baise, Assistant State Highway Engineer L. W. Payne, Chief Bridge Engineer (Continued on page two)

Dodge Reports Gains In Accident Programs During Seven Months

Raleigh.—Making a comparative analysis for the period covering the first seven months of both 1947 and 1948, Safety Director James P. Dodge has reported a reduction of 3.1 per cent in the frequency rate for this year.

For the January-June period last year, Dodge's report shows, the frequency rate was 8.8 per cent, while the corresponding period this year showed a frequency rate, of 5.7 per cent. Reductions in the frequency rate, which have occurred (Continued on page three)

NORTH CAROLINA
HIGHWAYS & PUBLIC WORKS
Vol. 4 September 10, 1948 No. 17

PUBLISHED BY THE
NORTH CAROLINA STATE HIGHWAY
& PUBLIC WORKS COMMISSION
STATE HIGHWAY BUILDING,
RALEIGH, N. C.

T. C. Wagstaff, Editor

Published semi-monthly by the State Highway and Public Works Commission in the interest of its employes and other citizens who are interested in the activities falling under the jurisdiction of the Commission. Sent free upon written

A REMINDER

By way of a reminder, the present date is none too soon for Highway Commission officials of all ranks and grades to begin giving some serious consideration to the selection of the 1948 recipient of the D. B. McCrary Award.

In past years, there has often been delay in considering possible candidates for the Award until the end of the year. It is hoped that earlier attention, and more careful consideration, will be given to the matter this year.

The D. B. McCrary Award is the highest honor which the Commission can bestow upon an employe, and its recipients to date have shown deep appreciation of the recognition which has been accorded them. With this in mind, it is only proper that those officials in place of authority begin now to give some careful thought to the selection of the person who most deserves this honor for the year 1948.

By action of the Award committee, with the concurrence of the Highway Commission administration, all department heads and division engineers are required to make a recommendation for the Award recipient, or to state in writing their reason for not doing so. The deadline by which these recommendations must be submitted is December 1st.

It is obvious to every official of the State Highway and Public Works Commis-

sion who works with a number of employes, that loyalty and devotion to duty are nearer the rule than the exception. This being the case, it is often difficult to decide which employe merits most an honor such as the McCrary Award. Despite the difficulty of this task, however, it is one which should claim some cheerful and immediate attention from those in position to know which persons, among the Highway Commission's thousands of workers, merit the strongest consideration as possible recipients of the 1948 Award.

HIGHWAY PROGRESS

The record of highway achievement in North Carolina since the end of World War II has been one in which both the State and Highway Commission administrations can take justifiable pride, for it is one of the most progressive of any period since the organization of the State Highway Commission almost three decades ago.

In a recent report, covering the years 1945, 1946, 1947 and 1948 to the end of August, Chairman A. H. Graham has revealed that the sum of \$200,000,000 was spent on the State's roads in this period of slightly less than four years. In comparison with other similar periods, this expenditure, and the amount of road work which it purchased, set a new record for North Carolina.

On the part of many veteran employes of the Highway Commission there is great pride in having been a part of the organization which, under the administration of Governor Cameron Morrison, gave the State its first impetus toward a modern system of roads in the spending of \$50,000,000 raised through a bond issue. Today, the highway situation is much different from that which prevailed in the early nineteen-twenties. In a single year North Carolina now takes in more high-



way revenue than \$50,000,000. No money has been borrowed for highway purposes for many years, and financing is now strictly on a "pay-as-you-ride" plan.

Based on such principles, highway progress in the State since the end of World War II has been outstanding. It has not been characterized by any miraculous features, but merely by the continuing application of sound financial and engineering policies. Though it may not in future years have the historical appeal of pioneer highway days in North Carolina, the 1945-48 period will always be one in which North Carolina's citizens and veteran highway workers can take pride.

Duncan-Wood Marriage

Announcement of the marriage of Miss Helen M. Wood of Raleigh and Dunn to James D. Duncan has been made by the bride's parents, Mr. and Mrs. Henry J. Wood of Dunn.

Duncan, who is the son of Mrs. D. Duncan and the late Mr. Duncan of Raleigh, has been associated with the Bridge Department of the State Highway and Public Works Commission since 1933. The ceremony at which he and Miss Wood were united in marriage was held at eleven o'clock on Friday morning, August 27, at a private ceremony in the Tabernacle Baptist Church. The Rev. D. M. Larkins of the Raleigh Baptist Association performed the ceremony.

Today's Chuckles

A proud mother walked into the furniture store, clutching a small monthly payment. She placed it on the counter happily. "Here," she said, "is the last installment on our baby carriage." "That's fine," said the clerk, "and how is the baby?" "Oh," said the mother, "he was drafted last month."

* * *

"At last Elmer has agreed that he should try to reduce his weight."

"What persuaded him?"

"He stood up in the street-car to give his seat to a lady, and two ladies thanked him and sat down."

* * *

Ronnie: "Daddy, what is a sweater girl?"

Daddy: "Why that is a girl who works in a sweater factory. Where did you get that question, Ronnie?"

Ronnie: "Never mind, daddy, where did you get the answer?"

* * *

Cute Student Nurse—"Will it be necessary for me to wear a mask over my face when I assist at this operation?"

Interne—"Yes, the surgeon's got to keep his mind on his operating."

* * *

Then there is the man who is trying to cross hens with parrots. He hopes to produce a hen which will stroll into the kitchen and ask: "Where do you want it laid, ma'am."

* * *

OFFICIALS

(Continued from page one)

T. B. Gunter, Jr., and Commissioners John G. Clark, James A. Bridger, John N. Hackney, George W. Kane, H. W. Jordan, Ben E. Douglas and D. Reeves Noland.

Features on the program of the thirty-fourth annual meeting will include addresses of welcome by the Governor of Utah and the Mayor of Salt Lake City; the annual address by AASHO President R. H. Baldock of Oregon; and a series of committee sessions covering the whole range of state highway activities. In addition to the formal program, the officials who attend the meeting will hear a special recital by the Mormon Tabernacle Choir and will make a sightseeing trip to the Bingham copper mines. Numerous entertainment features have also been arranged for the benefit of the ladies who attend the sessions.

Formal adjournment of the sessions will take place on September 24, following installation of the new officers of the American Association of State Highway Officials.

SCENES AT ROAD BUILDERS ANNUAL BARBECUE



Shown above are Road Builders Counsel Charles Ross, Attorney-General Harry McMullan, Executive Secretary Warren Mann of the CRBA, and Third Division Highway Commissioner James A. Bridger as they posed for a picture at the annual CRBA picnic on August 23. In the center picture the crowd is shown assembled just before supper, and on the right Contractor Joe Bostic is shown talking to Maintenance Engineer B. W. Davis, as Contractors Jim Bryan and Trent Ragland converse in the background. The barbecue was held at the Rock-Em-Inn Club in honor of State Highway employees. (Photos by Charles P. Snow.)

GRAHAM REVIEWS

(Continued from page one)

for instance, cost an average of slightly over \$16,000.00.

An example of the kind and amount of road work being performed by the State Highway Commission can be found in the records of the organization for 1947. For the twelve months which ended last December 31, the record-breaking sum of \$42,015,693.54 was spent for highway construction work in the State's one hundred counties. In addition, the sum of approximately \$18,000,000 was spent for maintenance of North Carolina's existing road system. During 1947, more than \$27,000,000 went to private contractors for road construction and improvement, while almost \$15,000,000 worth of similar work was performed by the employees of the State's own highway organization.

Major improvements to North Carolina's highways in 1947 including new construction, totaled 2,880 miles, according to the official mileage inventory taken at the end of the year. Included in this figure were 1,351 miles of road work let to contract and 743.95 miles of bituminous surfacing placed upon the secondary roads by State forces. New hard-surfacing alone took up 1,690 miles of the total mileage of new construction and improvements.

In 1946 also, road expenditures throughout the State were at a peak which had not been reached prior to that time. For the 1946 calendar year, total road construction expenditures amounted to \$32,622,911. More than \$15,000,000 was spent in that year for maintenance work. In 1945, \$16,932,574 was spent for maintenance work. New construction, almost halted by the war, cost a total of \$708,749 for that year.

In the number of new projects

completed, the State Highway and Public Works Commission can point to an impressive achievement since 1945. In May, 1945 only one road project was in the actual process of construction in the State. Since that time, 435 projects have been completed, and approximately 200 more are now in the construction stage.

In the matter of maintenance of the existing road system — now totaling something more than 63,000 miles under State jurisdiction—the Highway Commission has also spent record sums in the postwar era. In 1945, when the activities of the highway organization were limited almost entirely to maintenance work, \$16,932,574.00 was spent for that purpose. By 1947, maintenance of the existing system had become a larger job, and more than \$18,000,000 was spent merely to keep the roads which were already built in top condition. By the end of August of this year, the total 1948 maintenance expenditure had reached a total of more than \$14,000,000, and was still growing. With further expansion and improvement of the State's overall network of roads and highways, even greater expenditures for maintenance will be necessary. The cost of constructing a new road, no matter what figure it may reach, is only the initial cost, as highway engineers have diligently pointed out to the public.

In the early days of 1945, it was apparent that World War II was drawing to a close, and that North Carolina badly needed a new road program. Revenue for road purposes had been at a low ebb during the war; machinery and skilled labor had been almost impossible to obtain; and the roads of the State had been undergoing a steady process of deterioration. In addition, many miles of new roadway

needed to be constructed to augment the facilities of the existing system. At the time, it was proposed that the State of North Carolina should set for itself a goal of 3,000 miles of new hard-surfaced roadway each year or a total of 30,000 miles for a ten-year period. In view of the rapid rise of construction and maintenance costs, it soon became apparent that full achievement of this goal would not be possible; yet substantial progress toward the goal has been made. Both 1946 and 1947 were record-breaking years for highway work, and 1948 is expected to set another record. The general condition of the roads has been improved greatly since the beginning of 1945, and approximately 4,800 miles of new hard-surfacing of all types has been laid down since that time. Perfection is not yet at hand, but greater progress is being made now than ever before.

On one outstanding point, North Carolina is unique—the State has direct jurisdiction over more than 63,000 miles of roads, or more mileage than that controlled by any other state highway organization in the Nation. To support this immense road system, North Carolina collects a six cent tax on each gallon of gasoline sold in the State, and realizes smaller revenues from vehicle registration and license plate sales. The money derived from these sources, plus Federal Aid funds for roads, supports a network of highways calculated to fill the needs of all the citizens of the Tar Heel State.

In the matter of roads, North

Carolinians have expressed a continuing and vital interest. Great strides have been made in satisfying the needs of the people, especially during the past three years, but much greater achievements must yet be realized. The State Highway and Public Works Commission today is exerting every effort to solve the problems of the present, and at the same time is planning ahead for the even greater highway system which North Carolina must have in the future.

DODGE REPORTS

(Continued from page one)

red regularly during the past few months, indicate that highway employees are giving more attention to the safety program, Dodge points out.

Equipment accidents are frequent during the summer months, Dodge states in his report, and asks for an increased effort in taking the precautions which will prevent them. Of especial importance, he says, is the proper training of extra drivers of vehicles.

As a part of the safety program, the divisional safety committees have held a series of meetings recently, with special speakers on some of the occasions. Among those addressing the safety groups have been Director H. S. Baucom of the Safety Division of the North Carolina Industrial Commission, Safety Engineer E. G. Padgett to the Employers Mutuals of Wasau, and Safety Director H. E. Newberry of the Ecusta Paper Corporation.

COMPARATIVE SAFETY RECORD
(JANUARY - JULY Period)

Year	Total Accidents	Equipment Accidents	Minor Injuries	Lost Time Injuries	Frequency Rate
1947	791	225	447	119	8.8
1948	809	263	471	75	5.7

Survey Is Completed For 24,000 Miles Of State's Rural Roads

Raleigh.—After three months of constant checking, a group of five engineering students under the direction of the Division of Statistics and Planning are just now completing a comprehensive study of the "culture" shown on the State's road maps.

"Culture," according to the engineers directing the project, simply means the rural houses, farm units, schools and churches indicated by symbols on the individual county maps which the Highway Commission compiles.

In their survey the five men, who have been working steadily since June, have covered a total of approximately 24,000 miles of the 63,000 coming under the jurisdiction of the Commission. This 24,000-mile distance is computed to be 39 per cent of the State's rural road mileage.

According to Statistical Engineer James S. Burch, the results of the survey conducted this summer have shown that it would take a total time of 38 months—more than three years—for one man and one car, working steadily all the time, to cover all of the State's highway mileage. This job, he says, has never been attempted by any one man, and it is not likely that it ever will, either by a highway employee or a private citizen.

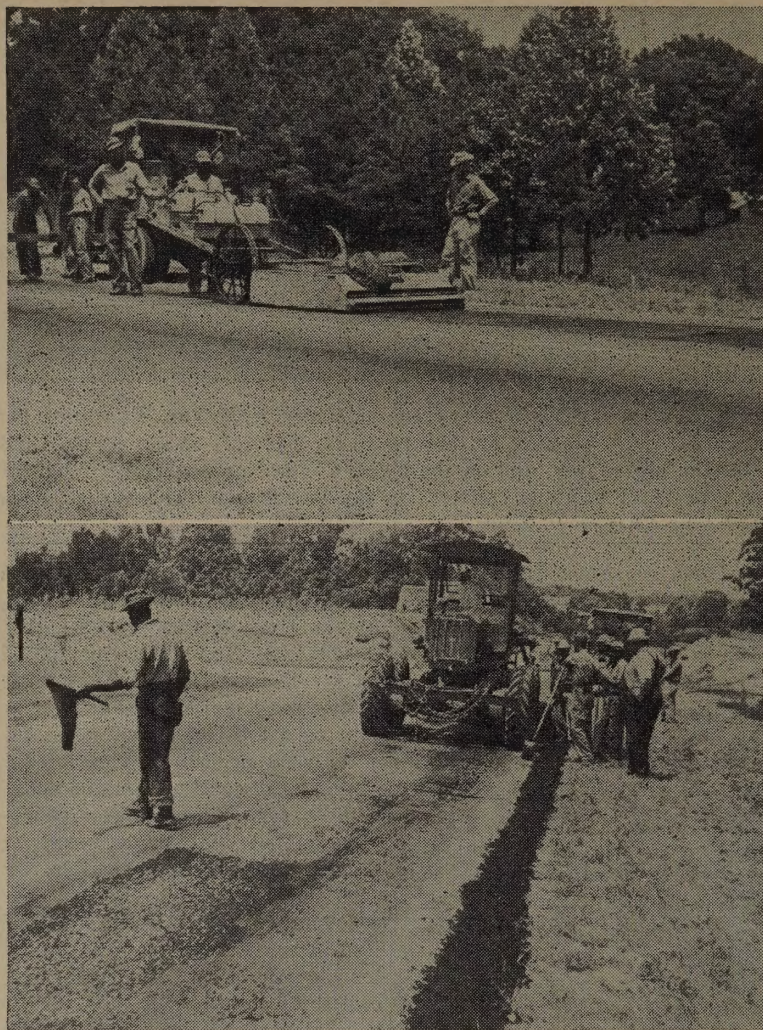
KNOW LATIN

Raleigh.—Though highway employees in general may be accused by the public of ignorance, wilful or otherwise, a recent episode tends to indicate that a classical language, such as Latin, holds no terrors for them.

There is no proof for this little tale, but the story goes that one of the Commission's resident engineers was briefing a new employee who had been hired to work under his supervision. The duties of the job, which were fairly simple, were discussed by the engineer to a degree which he considered ample. Thinking that there still might be some question in the mind of the new man, however, he inquired whether there was any further detail which he might clear up.

"Yes," said the new man, pointing to the State Seal on the side of the car which had been assigned to him, "What does that 'Esse Quam Videri' mean?" Without batting an eye, the engineer rejoined, "Do Not Drive At Night."

SMOOTHING PROCESS



Shown above is an operation in progress on US 29 in Cabarrus county which will smooth out the rough places in the bituminous surface of the roadway. Under the supervision of District Engineer George E. Rike, a three-burner surface heater is being used to soften the asphalt (top) and a motor grader is following to smooth out the rough places. (Photos by B. W. Davis.)

PRICE TRENDS

(Continued from page one)

Manufacturers are squeezed between developing price resistance and high cost of materials and labor.

Fuel supplies are adequate now but spot shortages may occur in cold weather.

Oil stocks are slightly higher than in 1947 and production is barely even with demand.

Coal is in good supply now but cold weather may change the situation. Users of coal in large quantities, are urged to watch stockpiles closely and report shortages to the Purchasing Department at least thirty days before stocks are exhausted. Cost of coal is still rising which is attributed to higher labor costs and freight rates.

Inflation is not permanent, however, and the booms will wear out some time. The break may be earlier than expected due to the

record flow of raw materials pouring into this country in increasing quantities.

For example, hides for shoes and skins for gloves are being imported at a rate double that of last year.

Natural rubber is arriving in quantities which approach the all-time high.

Wood pulp and paper are being imported in a much greater volume than a year ago.

Zinc, lead, antimony, manganese and chrome which are listed as scarce items are being moved in from abroad and are being stockpiled in increasing quantities.

However, despite the decline in exports that has been taking place for almost a year, this country is selling far more abroad than it is buying.

There are two periods in a man's life when he doesn't understand a woman—before marriage and after marriage.

Prison Heads Note Decline In Escapes During Past Month

Raleigh.—In sharp contrast to the month of July, and also in contrast to the month of August in past years, last month's prison escape record showed 15 escapes and 24 recaptures.

Noting that the July record this year showed 34 escapes and 23 recaptures, State Penal Director Clyde O. Robinson expressed satisfaction with the improved report for August. In most years, he pointed out, a reasonable escape report for August has been the exception, rather than the rule. Hot weather, combined with strenuous outdoor labor, usually has its effect in increasing the number of breaks and attempted breaks from the road camps, he said.

Three Stars (No Escapes)

Central Prison and all others with the exception of the following.

Two Stars (One Escape)

Chatham 601, Robeson 609, Haywood 1006, Sanatorium, Washington 212, Stokes 806, Richmond 706, Granvill 504, Nash 403, Warren 115, Gaston 905, Ashe 802, Caswell 502.

One Star (Two Escapes)

Franklin 401.

One Is Won, One Tied By Woodville's Tigers Over Holiday Period

Hertford.—The Woodville Tigers, under the guidance of mentor and Camp Superintendent E. S. Fulghum over the Labor Day week-end won a game with the New Hope Tigers and tied another with the Williamston Bears.

According to Superintendent Fulghum, the action occurred as follows:

"On Sunday September 5th the Tigers played the Williamston Bears at Williamston. At one time it looked very much like the Bears were going to take the game. However Johnny Johnson went to bat for the Tigers in the last of the 9th and knocked a home run over the left field fence and the ball hasn't yet been found. This homer tied the game in the 9th. The game had to be called on account of approaching darkness, so it ended in a tie to be played off later.

"On Labor Day the Woodville Tigers played the New Hope Tigers at New Hope. The Woodville Tigers won by a score of 8 to 2.